

THE AIR FORCES ESCAPE & EVASION SOCIETY  
**SPRING 2007 Communications**

Volume 19, No. 1

WICHITA FALLS, TEXAS 76307-2501

Feb. 22, 2007

**Gestapo: 'The Most Dangerous'**

# Baltimore native a celebrated spy

By The Associated Press

BALTIMORE -- In 1942, the Gestapo circulated posters offering a reward for the capture of "the woman with a limp. She is the most dangerous of all Allied spies, and we must find and destroy her."

The dangerous woman was Virginia Hall, a Baltimore native working in France for British intelligence, and the limp was the result of an artificial leg. Her left leg had been amputated below the knee about a decade earlier after she stumbled and blasted her foot with a shotgun while hunting in Turkey.

The injury derailed Hall's dream of becoming a Foreign Service officer because the State Department wouldn't hire amputees, but it didn't prevent her from becoming one of the most celebrated spies of World War II.

On Tuesday (Dec. 12, 2006) the French and British ambassadors plan to honor Hall, who died in 1982 at age 78, at a ceremony at the home of French Ambassador Jean-David Levitte in Washington.

British Ambassador Sir David Manning was to present a certificate signed by King George VI to Hall's niece, Lorna Catling. Hall should have received the document in 1943, when she was made a member of the Order of the British Empire.

"I think it was ironic that the State Department turned her down because she was an amputee, and here she went on and did all this other stuff," said Catling, who lives in Baltimore. Catling said she didn't learn many of the details of her aunt's espionage career until after her death.

Hall, who was fluent in French,

was living in Paris when the Nazis invaded in 1940, and she decamped for London, where she was recruited by the secret British paramilitary service, the Special Operations Executive, becoming its first female field operative.

Hall was sent to Lyon, becoming "the heartbeat" of the local French Resistance, said Judith L. Pearson,

whose biography of Hall, "Wolves at the Door: The True Story of America's First Female Spy," was published in 2005.

"Any agent from London came through her flat. She co-ordinated them with Resistance members," See **CELEBRATED SPY**, pg. 3



*In this photo copied from an exhibition at Arlington National Cemetery, Virginia Hall of Baltimore is awarded the Distinguished Service Cross on Nov. 27, 1945, by Maj. Gen. William J. Donovan, founder of the OSS.*

# U.S. AIR FORCES ESCAPE & EVASION SOCIETY COMMUNICATIONS

<<http://www.rafinfo.org.uk/rafescape/afees-usa.htm>>

Volume 19 -- Number 1

February 22, 2007

## OFFICERS AND DIRECTORS

### CHAIRMAN AND CO-FOUNDER:

\*Ralph K. Patton, Apt. #1205, 8100 Connecticut Ave., Chevy Chase, MD 20815; Phone: 301-657-4478; Fax: 301-657-4479

### PRESIDENT:

\*\*Richard M. Smith, 36214 Augustana Drive, Battle Lake MN 56515-9458  
(Summer) Phone 218-495-2106; Fax 218-495-3000  
(Winter) 76543 Begonia Lane, Palm Desert CA 92211; 760-345-2282

### VICE PRESIDENT:

\*\*\*Francis J. Lashinsky, 8015 Gatehouse Woods, PO Box 125, Cornwall, PA 17016-0125; Phone 717-228-0792; <flashinsky@comcast.net>

### EXECUTIVE VICE PRESIDENT:

\*\* Yvonne Daley, 1962 Brae-Moor Drive, Dunedin FL 34698-3250  
Phone: 727-734-9573; Fax: 727-734-9565; <gadabout127@msn.com>

### TREASURER:

\*Francene Weyland, 1117 W. Northeast Shore Dr., McHenry, IL 60051-9211  
Phone 815-385-4378; FAX 815-459-0435

### MEMBERSHIP & CORRESPONDING SECRETARY:

\*Clayton C. David, 19 Oak Ridge Pond, Hannibal, MO 63401-6539  
Phone: 573-221-0441

### RECORDING SECRETARY:

\*\*\*Robert H. Sweatt, 5208 FM 390-W, Burton, TX 77835-9704, 979-289-2073

### OTHER DIRECTORS:

\*\*Herbert Brill, 5370 Punta Alta, Unit 2D, Laguna Woods CA 92637-2579  
Phone: 949-770-2076  
\*\*Thomas H. Brown Jr., 104 Lake Fairfield Drive, Greenville, SC 29615-1506  
Phone: 864-244-8420 <tbrown104@cs.com>  
\*Sandra A. Comstock, 4 French Ave., Unit 7, East Haven, CT 06512-3314  
Phone: 203-469-3372 <ontheball93rd@aol.com>  
\*\*A. Ray Kubly, 1204 Amber Lane, Watertown, WI 53098;  
Phone: 920-261-3782

### LEGAL COUNSEL:

R.E.T. Smith, PO Box 38, Wahpeton, ND 58074; Phone: 701-642-2668

### COMMUNICATIONS EDITOR:

\*\*\*Larry Grauerholz, PO Box 2501, Wichita Falls, TX 76307-2501;  
Phone: 940-692-6700; <afees44@hotmail.com>

\*Class of 2009    \*\*Class of 2007    \*\*\*Class of 2008

AFEES COMMUNICATIONS IS THE OFFICIAL JOURNAL OF THE AIR FORCES ESCAPE & EVASION SOCIETY. AFEES IS A TAX-EXEMPT VETERANS ORGANIZATION UNDER IRS CODE 501 (C) (19). IT WAS FOUNDED IN 1964 AND IS CHARTERED IN THE STATE OF GEORGIA.

THE SOCIETY'S PURPOSE IS TO ENCOURAGE MEMBERS HELPED BY THE RESISTANCE ORGANIZATIONS OR PATRIOTIC NATIONALS TO CONTINUE EXISTING FRIENDSHIPS OR RENEW RELATIONSHIPS WITH THOSE WHO HELPED THEM DURING THEIR ESCAPE OR EVASION.

ELIGIBILITY REQUIRES THAT ONE MUST HAVE BEEN A U.S. AIRMAN, HE MUST HAVE BEEN FORCED DOWN BEHIND ENEMY LINES AND AVOIDED CAPTIVITY, OR ESCAPED FROM CAPTIVITY TO RETURN TO ALLIED CONTROL.

IN ADDITION TO REGULAR MEMBERSHIP, OTHER CATEGORIES OF MEMBERSHIP ARE HELPER MEMBERS, AND FRIEND MEMBERS.

SPRING 2007

## The Prez Sez

By Richard M. Smith

<afeesone@hotmail.com>

### GREETINGS

from Southern California:

Not very warm and sunny this winter, the coldest in 35 years.

Well, the holidays came and went. Santa could not find our condo in California! Even the Superbowl is now behind us and all is well with the Smith clan.

I get e-mails telling me about the many wonderful things our troops are doing in the Middle East, but it seems the news and television people don't see the same things. They need items to startle us -- dead, wounded and choppers down.

An old saw describes news as being when a man bites a dog; not the other way around.

The Palm Springs Air Museum has the traveling Leonardo da Vinci display. It is fascinating to see what that fabulous and talented person saw some 500 years ago. Aircraft, Helos and water ladders, drawings and sketches. Whets the imagination; makes you wonder why it took so long for other talented people to expand on his visions.

Plans for the 2007 reunion seem to be moving right along, and I hear that hotel reservations are coming in at a rapid clip. It is possible our room block will be filled soon, so my advice is to make your reservation ASAP!

Finally, if the AFEES raffle tickets are still on your desk, get them turned in to Frank pronto!

See ya'll in St. Looie.



# ... CELEBRATED SPY

From Page 1

Pearson said. "Most agents only stayed about three months in the field. She stayed 15 months."

After the Gestapo wanted posters made her situation untenable, she fled through the Pyrenees Mountains into Spain. During the journey, she sent a radio message to London, reporting that "Cuthbert" -- her nickname for her prosthetic leg -- was giving her trouble.

Her commanders didn't understand the reference and their reply suggested the gravity of Hall's circumstances and her value to the Allied cause: "If Cuthbert troublesome eliminate him."

Back in London, she joined the American Office of Strategic Services -- the precursor to the CIA -- and returned to France in 1944, disguised as an elderly peasant. She located parachute drop zones where money and weapons could be passed to Resistance fighters and later coordinated guerrilla warfare. Her teams destroyed bridges, derailed freight trains and killed scores of German soldiers.

"I would certainly put her name in the pantheon of people who distinguished themselves in intelligence," said Peter Earnest, executive director of the International Spy Museum in Washington, which has an exhibit devoted to Hall.



**Welcome  
to AFEES!**

**New Friend Member**

GARY WRIGHT "F"

12428 Oakmont Ct.

Dunlap IL 61525

(Brother-in-law of son  
of Lt. Brazelton,

455th Bomb Group, KIA)



*AFEES Vice President and Raffle Chairman Frank Lashinsky announces a raffle ticket winner at the Albuquerque banquet.*

## **Annual Helpers' Raffle keeps the wheels of AFEES turning**

For some years now, the Helpers' Fund Raffle has served as the primary AFEES fund-raiser. Proceeds go to entertaining helpers at reunions and to publishing and mailing the quarterly newsletter.

Participation is another way of fulfilling the AFEES Pledge, "WE WILL NEVER FORGET" those who made our evasion and/or escape from enemy territory possible. The drawing for winners of the raffle will be conducted at the annual banquet in St. Louis on May 5.

Raffle Chairman Frank Lashinsky says, "The key to the success of the raffle has been the broad-based participation of those who attend the reunion, and also, those who cannot attend."

Those who do not wish to be involved, for whatever reason, are asked to please return the booklets to Frank at PO Box 115, Cornwall PA 17016-0115, so that they can go on sale at the reunion.

The raffle committee also includes Francene Weyland and President Richard Smith. Any questions should be directed to Frank at 717-228-0792; <flashinsky@comcast.net>



# A little girl saw the American pilot

Translation of article in a Dutch newspaper of Dec. 14, 1981

By GIJS VAN BEEK  
Caldwell, Idaho  
(Dutch Helper)

On the afternoon of Sept. 19, 1944, a serious dog fight between American and German fighter planes took place over our little town of Angeren. Several were shot down.

One pilot (Lt. Howard E. Moebius, 357th Fighter Group, E&E # 2833) parachuted from his burning P-51 Mustang and he landed safely in a field nearby. Since the whole area was crowded with German soldiers, I was almost certain that this man had no chance to escape.

One or two days earlier some farm buildings, also nearby, had been heavily bombed and set afire, killing



*Truus Kempkes, the little girl who motioned for Lt. Howard Moebius to get down when he stood up in the tobacco patch because a German soldier had just passed by. She found Gijs Van Beek and told him where the pilot was hiding.*

about 30 people. Several hours after the pilot had jumped, I was helping some friends identify these bombing victims.

While working there a girl named Truus Kempkes came to me and whispered that the pilot was hiding in the bushes and German soldiers were looking for him. She asked if I would help him.

I decided to wait till dark before investigating the situation. I soon learned from neighbors that the pilot had indeed hidden himself so well that the Germans had not yet found him.

After walking around in the dark for a while, I decided to risk whistling the Victory Code and calling softly, "Pilot, pilot, I am your friend and will help you." Out came a figure and stood in front of me with a .45 caliber pistol in hand. After a whispered introduction, we decided to find shelter somewhere.

In those days of heavy fighting around the bridge in nearby Arnhem, everybody presumed that the war for us would be over in a matter of days, because for the past two or three weeks we had watched thousands of German troops withdraw, very much in disorder. So we went right to the nearest farmer, named Emmerzaal, asking if he could put the pilot in civilian clothes and hide him for a few days; it seemed a shame to see this man go to prison in the last few days of the war.

Emmerzaal refused to do this. My own family's farm had burned down a few weeks before, so I had to turn elsewhere. Our family was temporarily housed in the minister's big house, next to the Protestant church.

After leaving Emmerzaal we walked through the fields in a bow around the village to avoid bumping into Germans. When I arrived at the minister's house, I asked him for the key to the church and permission to sleep there with a stranger.

Howard E. Moebius, E&E # 2833, of Sarasota, Fla., died May 10, 2006



**LT. HOWARD E. MOEBIUS**  
P-51 Pilot, 357th Fighter Grp.

He first refused, because part of the house was already occupied by Germans. But after I told him it would be just for one night, he agreed. The pilot, whom I now knew was named Moebius, and I slept in the highest level of the tower that night.

Early the next morning, while still dark, I contacted other people about sheltering Moebius but nobody wanted him. So, I contacted the local village policeman, Mr. Stevens, who had offered to help me a few days before because he knew I was involved in underground activities. Mr. Stevens agreed to house Moebius for a few days, so I brought him to Stevens' house. We decided to find somebody to make a deaf-and-dumb certificate with his passport picture on it. Through a friend I found a young man named Casper Janssen, who made a certificate for Moebius. We trained



several times and to our amusement he could play this role masterfully.

Everything turned against us. The front line stopped and on the 13th of October the feldgendarmes ordered everybody to evacuate within two hours. I had promised Stevens in case of evacuation to come with horse and wagon to load his belongings and family, in addition to the goods my family had left over. I had also agreed to do this for the minister and other neighbors.

We still did not want to leave town and decided to hide for a few more days on a small farm behind an orchard of Stevens' house, hoping to be liberated. My own family went across the Rhine River with some German soldiers we had in the house, who had offered to do this.

On the morning of the fourth day of hiding, October 17, while still dark, I decided to pull some hay out of a stack nearby for our horses. Suddenly, I felt two guns poked in my back and was ordered to put my hands up and taken to Stevens' house, which had been transferred into a command post.

After standing for a long time with my hands up, I was questioned and roughed up several times with gun butts and threatened to be shot if I did not confess that I was a spy. I managed to stay calm and told them that I had old and sick people with me. They released me and ordered me out of town within the next hour.

I told Stevens what had happened and we decided to bring Moebius to one of our sheds in an apple orchard with blankets and food, hoping he would be liberated in the next few days. It was not easy to say goodbye to him, but I promised to come back as soon as possible, if Angeren was not liberated in the coming few days.

We traveled safely over the dike towards the ferry by Pannerden. A long line of all kinds of people and vehicles was waiting ahead of us to cross the river, because the German soldiers had gone across first.

suggested to Stevens to watch the horse and wagon and stay in line while I went back to get Moebius; we could have him standing in line leading a horse or a cow. He became very upset and told me to stay with them.

I insisted very strongly because I could see that coming back would be more difficult. He took me aside and pulled his pistol and ordered me to stay because he was after all, still the village police in uniform.

I still feel very bad that I obeyed him in this awkward situation. After hours of waiting we crossed the river and it took several days of traveling to bring Stevens and his family to Beekbergen by Apeldoorn.

After that, I traveled several days back to try to find my family, close to Velp. The very next day I tried to make contact with the underground in Velp and found Horstman, whom I had met in Angeren. Albert Horstman agreed to go back with me as soon as possible, along with his driver, Kees van Teefelen, in an old Red Cross truck. On the morning of October 27th, we started out to go back to Angeren on the same ferry in Pannerden.

After much trouble in keeping the wood-gas generator going to power the truck, we entered no-man's land. Practically no civilians were there any more, only German soldiers and all kinds of cattle running loose.

When I arrived at the shed in the orchard, to my disappointment, the shed was empty. Moebius was gone!

Later I learned from a neighbor



**GIJS VAN BEEK, the young man who helped Howard Moebius for several days.**

who stopped in Velp that Moebius was found by the Germans and brought to another neighbor, van Straaten and de Kok family, who had old and sick people and had permission to stay a little longer in Angeren. Together they evacuated to Hummelo, where the underground helped his further transportation.

I did not see Moebius until 29 years later. My wife, Zwaan, and some good friends arranged to have Moebius and his wife, Rosemary, to secretly come to our 25th wedding anniversary celebration in Boise, Idaho.

These were moments so full of emotion and happiness. What a reunion for all of us and what a joy.

## ***A story about the life of a Dutch immigrant***

Gijs Jansen Van Beek of Caldwell, Idaho, a Dutch Helper, is preparing to publish *The Making of a Patriot*, presenting his story of being raised in a small village in Holland. He was drafted into the Dutch army in 1939 and after being released, joined the organized resistance in Arnhem, until the end of the war.

He was highly decorated by the British, Canadian, Dutch and American governments for helping the Allied cause.

In September 1948 he married Zwanntje ten Berge and emigrated to America with his youngest brother. Ever since the same year

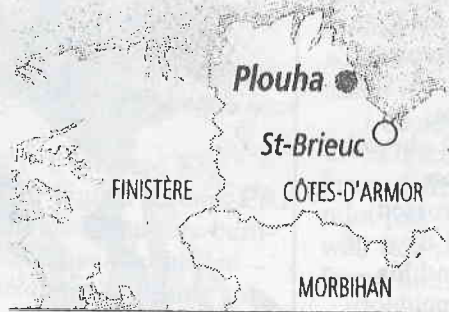


# SHELBURNE. LE FILM

## D'UNE GRANDE ÉVASION

*(SHELBURNE: The great evasion)*

From *Le Telegramme*, Thursday, May 20, 2004



135 Allied airmen were picked up by British motor gun boats on Bonaparte Beach at Plouha in 1944. A documentary film, *L'autobus de la Manche* (*The Channel Bus*) tells this story of men and women who simply did their duty.

"*Bonjour a tous a la maison d'Alphonse*" (*Hello to everyone at the house of Alphonse*). As soon as this message was heard on the BBC, Jeanne et Jean Trehieu, Constance Levey, Anne Ropers, Marie Gicquel, Marguerite Pierre and other members of the Resistance in Plouha knew what they had to do: take their "parcel" to the beach at Cochat cove.

Airmen they collected at the station in Guingamp or Saint-Brieuc where guides had escorted them from Paris. Sometimes, Kerambrun would take them in his van through short cuts.

### On the cliffside

Discreetly lodging these guests for several days or more wasn't a picnic in a time of shortage. It was risky too to guide airmen on paths on moonless nights. After regrouping at the house of Alphonse (where Jean and Marie Gicquel lived), they had to go down steep paths on the cliffside.

A couple of signals with a flashlight, the rowboats would appear suddenly. In a few minutes, the passengers boarded the boats and the Resistance workers left carrying weapons or radios. All this was taking place right under the nose of the occupying power; there were pillboxes with guns at the pointe de la Tour, a few hundred yards from the beach.

Russian auxiliaries who did not know how things stand at sea? Soldiers who knew that the war would be over soon? It remains a complete mystery.

In any case, the secret of success of these eight



*A memorial honors evasion lines at Plouha and Resistance workers in the area.*

*The AFEES plaque at the base of memorial was dedicated by Ralph Patton on May 14, 1994.*



operations from January to August 1944 was to keep the secret. "We didn't see the others between operations," said Job Menguy. A former master mariner and a key man in the network, he had been approached by Lucien Dumais and Raymond Labrosse, two Canadian members of MI-9, to find a beach and to arrange an itinerary through a minefield.

### No heroes

Nevertheless, the network was located. The house of Alphonse was burned. British officers and the Gicquel family were lucky to get away. Had they been arrested, the former would have been taken to a POW camp and the latter would have been put to death.

Job Menguy, shortly before he passed away in 1994, said, "It's only now that we realize the danger. We did it with no apprehension, to help, to be involved in another kind of war, that the Allies won. We were no heroes."



*Three teen-age girls, now in their 80s, were involved in the Shelburne escape line.*

## Marie, Anne, Marguerite helped to save evaders

From *Le Telegramme*, Saturday, June 5, 2004

**As the Allies were pounding away at Germany in the build up to D-Day, a network based in the Cotes-du-Nord area of Brittany helped 135 downed airmen to evade. Three young women, now in their 80s, were involved in this operation.**

Marie Gicquel, 84, Anne Ropers, 86, Marguerite Le Saux, 80, from Plouha, remember these events well, especially as they occasionally give talks in schools.

At the end of 1943 and during the winter, the occupying forces were not much harassed on the northern Brittany coast line bristling with pillboxes and other beach obstacles. Moreover, Paimpol had a 2,000-man strong garrison. On the other hand, Anglo-American air raids were increasing.

### The Line is Born

Whole crews shot down by flak were sheltered to be taken back to England. The Shelburne line was born among other organizations. Two French Canadians, Captain Lucien Dumais and Lieutenant Raymond Labrosse were parachuted. With help from the Breton underground, they organized the pick up.

### Three girls aged 17, 18 and 19

"A nephew was a member of the line already. It was

*(Continued on Next Page)*



## MORE -- Marie, Anne, Marguerite

early in 1944. He went and saw us to ask if we could become helpers. I saw him pass by the kitchen. He came in. He said: 'Godfather, would you come out, I need to have a word with you.' Georges, my father, came back with him a little later. He added: 'I must ask Marie and Anne if they agree.' It was yes at once."

The family owned an uninhabited house located in Saint-Samson, 1 km from the coast. An ideal place. The two Canadians moved in with Marguerite Le Saux. They were in contact with London by radio from her home. The girl, aged 17, was made a messenger. A couple of months later, she became a guide at 18 with her friend Marie-Therese Calvez, 19. The same held good for Anne and her close relations. A local Resistance worker, Francois Le Cornec, was a valuable asset in this organization.

### "Bonjour a la maison d'Alphonse"

"Yvonne pense toujours a l'heureuse occasion" (Yvonne always thinks of the happy occasion.) This message, broadcast from London, would get the line into action. The airmen were gathered in "the house of Alphonse" of Marie Gicquel's parents. A second message was more explicit: "Bonjour tout le monde a la maison d'Alphonse." (Hello, everybody at the house of d'Alphonse.)

### Password: "Saint-Brieuc -- Dinan"

The operation, code named *Bonaparte* by the Allies, took place in Cochat cove. Row boats were set into the water from British motor gun boats, all lights switched out. The password was "Saint-Brieuc -- Dinan."

The Germans were suspicious. A MGB was fired upon on the night of 16/17 March 1944; 18 mines were spread on the cliff. "At night we would mark them with white rags which were removed by day." The house of Alphonse was burned down by the occupying forces on 24 July 1944.

### 135 Airmen picked up in 8 operations

In eight operations, 135 airmen, including 94 Americans, 41 British and Canadians, 1 Belgian, 1 Indian, 1 Russian. French also were able to flee from occupied France.

### Keith lost his ID tag at d'Alphonse

Anne Ropers found an identity tag with the name W. Keith Sutor (E&E# 536, now living in Kansas City, Mo.) forgotten by an American airman in the house of Alphonse.

Her emotion when she was invited to meet the owner in Pittsburgh, Pa., can be imagined!



Shelburne's mission was to bring airmen back to Britain. Jean Trehiou, chairman of the Shelburne Association, is one of the line's surviving members.

## 'Bonjour a tous a la Maison Alphonse' (Hello to everyone at the house of Alphonse)

From *Quest-France*, Monday, Aug. 9, 2004

"It worked well because the network was based on us, the locals." So testified the late Job Mainguy, one of the Shelburne line's key members, in Roland Savidan's documentary film, *L'autobus de la Manche* (The Channel Bus).

"Experience, sternness, absolute secret: Plouha was lucky because of this rigor," he added.

At the end of 1943, the British MI-9 got in contact with Resistance workers in the Goelo area of northern Brittany to set up a new evasion line. The organizations in operation before had been, to a great extent, broken up by the Gestapo. From now on, aircrew downed all over France by flak were to be taken by the Resistance to Plouha.

Pilots hidden by many local families were gathered in the "house of Alphonse." The BBC would inform of an impending pick up operation with the message: "Bonjour a tous a la maison d'Alphonse" (Hello to everyone at the house of Alphonse).

During moonless nights, small parties of airmen were guided through the cliff to Cochat cove and Bonaparte beach. British motor gun boats, with navigation lights off, were lying at anchor off the



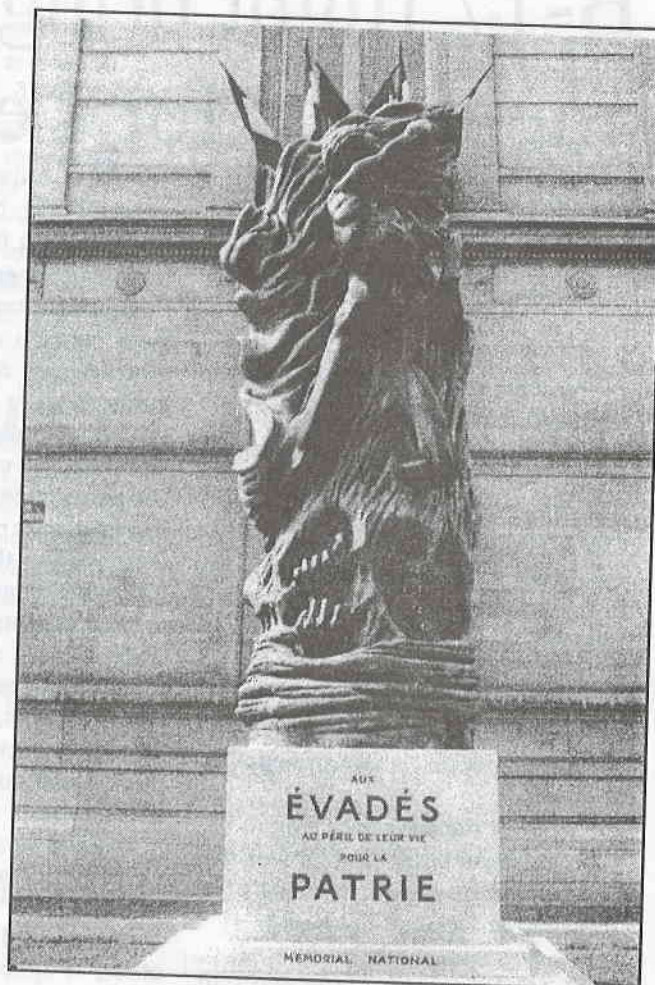
coast. MGBs were the link with Dartmouth harbour. Their regularity and punctuality made Shelburne success' certain.

From January to August 1944, 135 airmen made it back to England.

"At this time it took about two years and at least \$30,000 to train a pilot," a statement made on French Canadian television in 1984 by Lucien Dumais, alias "Leon" who organized the Shelburne line.



*Dutch Helpers at Albuquerque included Joke Folmer of Holland and Gabriel Sauer, who now lives in North Carolina.*



*A memorial to the Evaders in Peril of their lives for their Country, is in the Rue de la Pompe, 71, Avenue Henri Martin in Paris.*

*--Photo courtesy of Jean Jacques Piot*

*Harry Dolph, at left, and Gil Millar, now both deceased, spent many hours together, compiling information on AFEES members and helpers.*





# B-17 flight brings back memories for Leonard

From the *CHARLOTTE SUN*,  
Port Charlotte, Fla.  
Jan. 26, 2007

By DON MOORE  
Senior Writer

When Leonard Pogue of Port Charlotte climbed aboard a World War II B-17 bomber called "Nine O Nine" it could have been a scene from the '40s movie "Twelve O' Clock High" that began with a flashback to a weed-covered 8th Air Force bomber base somewhere in England years after the war.

But Pogue, 85, was at Venice Airport on Friday afternoon for a 30-minute flight to the St. Petersburg-Clearwater International Airport.

It's not the first time Pogue's been aboard a bomber -- he was a bombardier on a B-17 named "Straighten Up and Fly Right," which was shot down on Nov. 2, 1944, while making a bombing raid on German oil refineries at Merseburg.

His four-engine bomber crashed in Holland. All but one member of his crew, who was injured, was rescued by the Dutch Underground and returned to Allied lines months later.

Yesterday, Pogue settled into the bombardier's seat in the nose of the Flying Fortress. It was the first time he had sat in his old seat in more than 60 years. Back then he was a 20-something second lieutenant with the 493rd Bomb Group, 863rd Squadron, in the 8th Air Force stationed in Debach, England.

Friday he was an old man with a gray beard reliving a moment of his youth.

The Collings Foundation's Flying Fortress and equally impressive B-24 Liberator have become living history making their

annual 134-day city national tour.

At 2 p.m. Nine O Nine began rolling down the airport runway with all four engines screaming. Pogue was strapped in, seated on a floor cushion under a .50 caliber machine gun once used by a waist gunner.

Shortly after the bomber was airborne, the crew allowed the former bombardier and a *Sun* reporter and photographer to make their way to the plane's nose, following Pogue on a winding route around equipment, across an 8-in. wide catwalk spanning the bomb bay loaded with racks of dummy 500-pound bombs, to the cockpit, through a crawl space under the pilot's and co-pilot's feet to the bombardier's swivel seat in the Plexiglass nose of the B-17.

"I didn't recall how tight it was in that plane. I could hardly get from one end of the bomber to the other," Pogue said. "When I was flying in one of them all the time, I would run from one end of the plane to the other with my heavy flight suit on, wearing a parachute, carrying an oxygen bottle at 20,000 feet or more, with no problem. Not



*This was Leonard Pogue when he was a bombardier in a B-17 in Europe during World War II.*



*Leonard Pogue in the nose of a Collings Foundation B-17 similar to the one he flew in more than 60 years ago.*

anymore."

As he sat in the best seat in the house, he played with the Norden bombsight he once used. Before him on this flight was the panorama of Florida's Gulf Coast instead of the German military-industrial complex of six decades ago.

Flying in an aviation dinosaur 1,000 feet above placid Gulf waters, the B-17 crept slowly just off Siesta Key, Longboat Key and Anna Maria Island shorelines under a bright blue sky with white clouds in the distance.

Pogue could have closed his eyes at this point and conjured up his last combat mission. His bomber was shot out of the air by a German Me-362 jet fighter used by the Luftwaffe in the closing days of the war. The German jets were so fast, Pogue recalled, that most of the guns on his B-17 couldn't track and shoot at the fighters.

With one engine shot out and the other three barely operating, Pogue's pilot (2nd Lt. Robert L. Proudfit) tried desperately to keep the crippled bomber airborne long enough to ditch in the sea. He couldn't do it and ended up plowing a farmer's field in Holland with the



battered airplane.

Eight of the nine-member crew escaped the crash, thanks to the Dutch Underground, minutes before a contingent of German soldiers arrived. Only the ball turret gunner was captured because he injured his knee and wasn't able to run.

For the next four months, Pogue and the rest of the crew were moved from house to house by the Resistance to keep them out of the enemy's clutches. After escaping Rotterdam in a mail wagon, and being rowed down a river in Holland in a small boat with muffled oars by the Underground, they reached the 1st Canadian Army's position and deliverance.

They were sent back to England

and a few days later on to the United States. They arrived in New York City on May 7, 1945, the day before Germany surrendered.

Pogue never flew in combat again; his war was over.

*NOTE: Other members of Leonard's crew included Robert L. Proudfit Jr., E&E # 2753 (Deceased); Harvey P. Walter, E&E # 2873; Ersel L. Hall, E&E # 2882; Clarence L. Larrew, E&E # 2875; Ashley Ivey, E&E # 2883; Albert M. Cobb, E&E # 2881; John L. Atherton, E&E # 2874, and Richard W. Stones, ball turret gunner who was wounded and captured.*

## SENTIMENTALLY YOURS

Coming down the home stretch my hair is gray

I did my job, now I'll get out of everyone's way.

Sometime ago, your life and freedom I preserved. . .

I think I was thanked less than I probably deserved.

I never boasted or asked for adulation for my past.

But for what I did, the memories will forever last.

I protected your life while risking mine in that war.

Am I wrong in thinking that perhaps you owe me more?

Before I die, this country's peoples need to show,

That in their silence, they still care. Then I'll know.

What was it I accomplished . . . ? What was it I gave . . . ?

What was it I did for our glorious flag to still wave?

I wanted our children never to hear bombs or see tanks.

I wanted our grateful thanks -- I still need those thanks

For what I did for you. I don't know all your names,

But you owe me your homes, your jobs, those ball games.

As you do, I belong to a great family, and a great country.,

I saved our way of government, our way of life. I kept us free.

I was a soldier, a savior. I was a sword against darkness.

If we had lost the war, the result would have been madness!

---Composed in 2006 by Keith McLaren Abbott, 15th AF

# Reunion Option: Baseball

Lynn David, son of Clayton and Scotty David, has made arrangements for baseball fans at the May reunion to attend the game scheduled for Friday night, May 4, when the Cardinals play the Houston Astros.

Lynn has reserved a private party room for the game. Included in the price of \$80 per person are a 2-hour buffet that includes John Morrell hot dogs, barbecued beef, boneless chicken breasts, nachos, baked beans, brownies and beverages.

Beer service begins 30 minutes before game time.

And of course, the game scheduled for 7:10 p.m. at Busch Stadium, a few blocks from the Sheraton Hotel, the AFEES reunion headquarters.

Reservations for the dinner and game night should be made promptly with Kim Stevens, Lynn's assistant. Only 50 tickets are available, so it is first-come, first-served.

She can be contacted by phone at 314-863-1954, or by Fax at 314-863-1715.

Checks for payment should be made payable to Lynn David and mailed to him at:

Community Bank Consulting  
225 South Meramec, Ste. 1232  
St. Louis MO 63105

**Deadline for reservations is April 1.**



## British Tommy seeks to contact survivors of sabotaged B-24s

Eric Buhayar, a British Army veteran, is seeking information from U.S. airmen who were on the crews of the nine B-24s that exploded over the North Western Peloponense in the winter of 1943-44. They were flying out of Foggia, Italy.

The planes are believed to have been sabotaged and exploded as they climbed for the bomb run on Pireaus, the port of Athens.

Eric reports that some 30 or 40 crew members survived. It is said that one gunner was trapped in his turret but was unharmed when it came to rest on a snow slope of Erymanthos mountain.

Greek villagers gathered the scattered survivors and brought them to the British Military Missions, which were operating in

### *OSS Society, Carpetbaggers enjoy a combined reunion*

A combined reunion of the OSS Society, the OSS Norso Group and the 801st/492nd Bomb Group known as the Carpetbaggers, was held in September in Arlington, Va.

A crowd of 250 members, family and friends attended.

Several top-ranking members of the U.S. Intelligence were present for the occasion.

the mountainous areas of otherwise German-occupied Greece.

Eric reports that, "It fell to me to guide the surviving air crew on footpaths down through the mountains to the middle of the western shore of the Peloponense at Kaifa where an attempt to evacuate them back to Italy on an Italian submarine failed when it became stuck on a sand bank.

"With other members of the British Military Missions we proceeded farther south and later the survivors were evacuated when a destroyer dashed up into the straights between the Peloponense and a tiny off-shore island called Proti."

Eric served in British Army and was taken prisoner by the Germans in the 1941 campaign, but escaped during the winter of 1943-44 and was working as interpreter with the British Military Mission.

He would like to exchange memories with any AFEES members in the operation. Contact him at 50 Kendal Drive, Kennett Square PA 19348; e/m: eroanderic@aol.com>

SPRING 2007

## Airport Shuttle to Sheraton

At the main St. Louis airport terminal, the Transexpress agent is across from Baggage Claim # M-2, serving all airlines except Southwest, which operates its own baggage claim center.

Shuttle price is \$16 one-way; \$27 round trip, to the Sheraton.

Service is available from 0650 until 2200 hrs.

Phone 1-800-844-1985  
for reservations

<[www.transexpress-stl.com](http://www.transexpress-stl.com)>

## OPTIONS

The Metrolink station is a 5-minute walk from the airport baggage claim area and delivers patrons to the front entrance of the Sheraton. Cost is \$2 one way. *Taxicab service is also available.*

## St. Louis City Tour an optional event

The optional city tour of St. Louis on Thursday morning, May 3, requires about 4 1/2 hours; cost is about \$44 per person.

For information on highlights of the tour, call Grayline Bus at 800-542-4287, or  
<[www.vblinc.com](http://www.vblinc.com)>

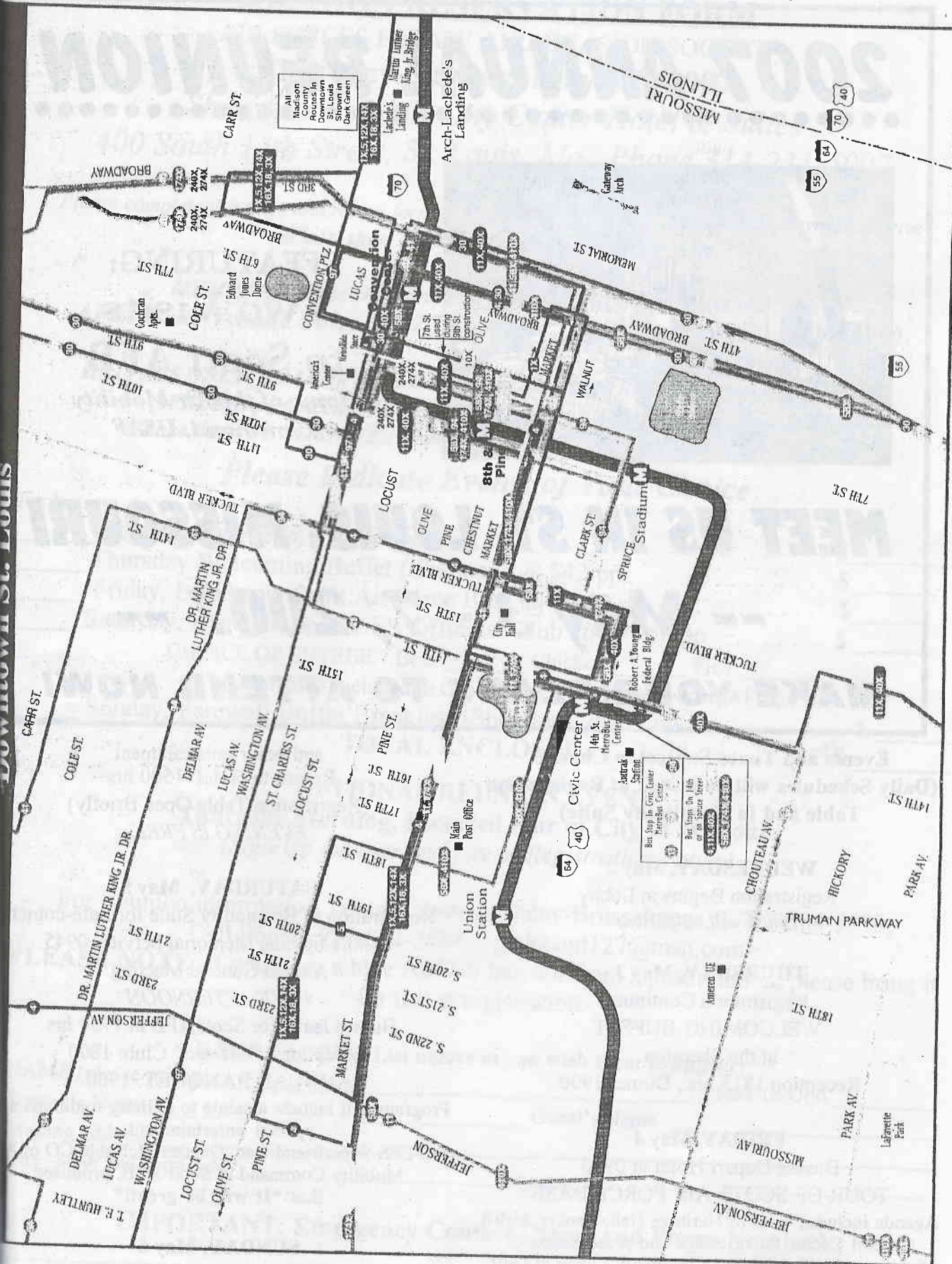
Beetle Bailey



King Features Syndicate, Inc. World rights reserved.

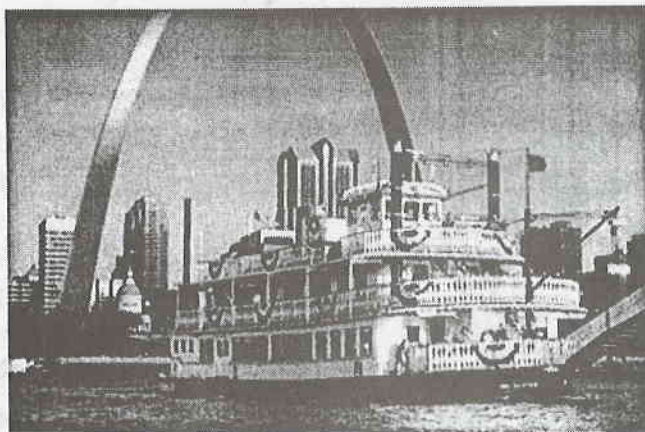








# 2007 ANNUAL REUNION



**FEATURING:**  
**Two Visits**  
**to Scott AFB**  
*Home of the Air Mobility*  
*Command, USAF*

**MEET US IN ST. LOUIS, MISSOURI**  
**-- May 3 - 7, 2007 --**  
**MAKE YOUR PLANS TO ATTEND NOW!**

**Events and Times Subject to Change**  
**(Daily Schedules will be posted at Registration**  
**Table and in Hospitality Suite)**

**WEDNESDAY, May 2**

Registration Begins in Lobby  
*(Hours will be posted)*

**THURSDAY, May 3**

Registration Continues  
**WELCOMING BUFFET**

at the Sheraton  
 Reception 1815 hrs., Dinner 1900

**FRIDAY, May 4**

Busses Depart Hotel at 0930  
**TOUR OF SCOTT AIR FORCE BASE**  
 Agenda includes Tour of Heritage Hall, Tanker Airlift  
 Control Center for briefings and presentation of  
 functions of Air Mobility Command; Lunch at Golf  
 Course Club, Tour of Hall of Fame

and other entertainment  
 Return to Hotel: 1500 hrs.  
 (Registration Table Open Briefly)  
*EVENING IS FREE*

**SATURDAY, May 5**

Registration in Hospitality Suite for Late-comers  
 Candle-lighting Memorial Service: 0945  
 Annual General Meeting  
*FREE AFTERNOON*  
 Busses leave for Scott AFB at 1730 hrs.  
 Reception at Officers' Club: 1800  
**ANNUAL BANQUET: 1900**  
 Program will include a salute to military traditions and  
 special entertainment.  
 (AFEES Superfriend Gen. Duncan McNabb, CO of Air  
 Mobility Command at Scott AFB, promises  
 that "It will be great!")

**SUNDAY, May 6**

Farewell Breakfast Buffet at Sheraton



**REUNION RESERVATION FORM**

AIR FORCES ESCAPE AND EVASION SOCIETY

**Thursday-Sunday, May 3-6, 2007***Sheraton St. Louis City Center Hotel & Suites**400 South 14th Street, St. Louis, Mo., Phone 314-231-5007**Please complete this form and return form with check or money order (No Credit Cards) to arrive not later than April 26. Your check is your receipt.***MEMBERS:** *Make check payable to AFEES REUNION and mail to:  
AFEES, c/o Yvonne Daley, 1962 Brae-Moor Drive, Dunedin, FL 34698-3250***HELPERS ONLY:** *Send both Hotel Reservation Form and Reunion Reservation Form to:  
AFEES, c/o Francene Weyland, Treas., 11644 SW Egret Circle, Unit 101,  
Lake Suzy, FL 34269-8732; Phone 1-941-624-2646; <frannyB24@aol.com>****Please Indicate Events of Your Choice***

Number

_____	Registration Fee @ \$30 per person . . . . .	\$ _____
_____	Thursday Welcoming Buffet (Sheraton) @ \$42 pp.. . . .	\$ _____
_____	Friday, Luncheon, Scott Air Force Base @ 24.50 pp . . . . .	\$ _____
_____	Saturday, Banquet, Scott AFB Officers' Club @ \$39.50 pp . . . . .	\$ _____
CHOICE OF ENTREE: Beef _____ Chicken _____ Fish _____		
(Transportation Included in Charges for Both Trips to Scott AFB.)		
_____	Sunday, Farewell Buffet Breakfast (Sheraton) @\$19 pp . . . . .	\$ _____
<b>TOTAL ENCLOSED . . . . .</b>		<b>\$ _____</b>

**OPTIONAL REUNION EVENT:****Thursday Morning, Escorted tour of City of St. Louis**  
*(Sign Up for tour and pay at Registration Table.)*For Reunion information, contact Yvonne Daley-Brusselmans, 1-727-734-9573;  
Cell Phone, 727-804-3664; <gadabout127@msn.com>**PLEASE NOTE:** If you have a blue AFEES lanyard from a past reunion, please bring it for use at registration.**NAME BADGES: List names as you wish them to appear:**
NAME (please print) \_\_\_\_\_ Service Unit \_\_\_\_\_  
Spouse's Name \_\_\_\_\_ Guest's Name \_\_\_\_\_  
Mailing address \_\_\_\_\_  
City, State and Zip Code \_\_\_\_\_
**IMPORTANT: Emergency Contact (Name and Phone Number):**  
\_\_\_\_\_



The BACK FORTY

by Lex Graham



**"Lookin' good honey —  
how many more days 'til your class reunion?"**

Shoe



Beetle Bailey





# HOTEL RESERVATION FORM

## Air Forces Escape & Evasion Society

May 1 – 8, 2007

\*Please fax this completed form to (314)613-6417 or Mail to:  
400 South 14<sup>th</sup> Street St. Louis, MO 63103 Attn: Lisa Schone  
Reservations: 314-231-5007 or 1-888-627-8096

Reservations can also be made on line please log onto:

<http://www.starwoodmeeting.com/StarGroupsWeb/booking/reservation?id=0609255053&key=EFD1E>

**REUNION CODE: AFEES**  
**RESERVATIONS MUST BE MADE BY APRIL 12, 2007**

Arrival Date \_\_\_\_\_  
Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_  
Phone # \_\_\_\_\_  
Email \_\_\_\_\_

Departure Date \_\_\_\_\_  
No. of Adults \_\_\_\_\_  
No. of Rooms Required \_\_\_\_\_  
Credit Card \_\_\_\_\_  
Credit Card # \_\_\_\_\_  
Expiration \_\_\_\_\_  
Signature \_\_\_\_\_

### RATES

The convention rate **inclusive of tax** is \$120.60 single / double / triple, \$143.58 quad. No gratuities included. Rate applies two days prior and two days post reunion. Please check the type of room accommodations that you desire:

( ) King ( ) Smoking ( ) Accessible Room  
( ) Two Queen Beds ( ) Non-smoking

Preferences will be noted on reservation, **but are not guaranteed**. All preferences are subject to availability upon check-in.

### GUARANTEE

Reservations made after the cutoff date or exceeds the contracted block will be accepted on a space available basis. Each room must be guaranteed by a check or credit card.

Checks should be made payable to Sheraton St. Louis City Center Hotel in the amount of \$120.60 single / double / triple; \$143.58 quad representing one night's room request. Please attach your check and mail as soon as possible.

Reservations cancelled less than 24 hours (1) day prior to arrival will be charged one night's room rate and tax.

### DEPARTURE VERIFICATION

At check-in, guests will be asked to verify their departure date. At that time, scheduled departure dates can be altered. Departure extensions are based upon availability.

**CHECK IN TIME: 3:00PM; CHECK OUT TIME 12:00PM**





**General of the Army H. H. Arnold,  
Commanding General, U. S. Army Air Forces.**

**"The price of freedom from the conspiracies and assaults of international gangsters is eternal vigilance and the possession of men and weapons capable of destroying an enemy promptly before he destroys us."**

**From General Arnold's annual  
report to the Secretary of War,  
February, 1945.**

**"Le prix de la liberté, à l'abri des conspirations et des agressions des gangsters internationaux est : être éternellement en vigilance et posséder des hommes et des armes capables de détruire un ennemi avant qu'il ne nous détruise."**



**Wings of Freedom Tour  
Upcoming Locations**

**February 28 - March 2**

**Tallahassee, FL**  
(B-17, B-24 and B-25)

**March 2 - 5**

**Destin, FL**  
(B-17, B-24 and B-25)

**March 5 - 7**

**Mobile, AL**  
(B-17, B-24 and B-25)

**March 7 - 9**

**Hattiesburg, MS**  
(B-17, B-24 and B-25)

**March 9 - 11**

**Baton Rouge, LA**  
(B-17, B-24 and B-25)

**March 12 - 14**

**Denton, TX**  
(B-17, B-24 and B-25)

**March 15 - 21**

**Dallas, TX**  
(B-17, B-24 and B-25)

**March 21 - 23**

**College Station, TX**  
(B-17, B-24 and B-25)

**March 23 - 26**

**Conroe, TX**  
(B-17, B-24 & B-25)

**March 26 - 28**

**Houston, TX**  
(B-17, B-24 & B-25)

**March 28 - 30**

**Victoria, TX**  
(B-17, B-24 & B-25)

**March 30 - April 2**

**Corpus Christi**  
(B-17, B-24 & B-25)

## *Historian studying Belgian crash*

George H. Kelling, an AFEES Friend life member and historical researcher, is looking into the story of a B-24 Liberator which went down at Espierres, Belgium, on 22 April 1944.

Four crew members were picked up by the local resistance and taken across the border with the intent of getting them to Spain. Unfortunately, they were betrayed to the Germans.

The traitor picked them up at Mons-en-Pervale, France, on May 14, and took them to be arrested at Arras.

George is trying to identify the traitor, and there seem to be two good candidates, the Belgian George Prosper De Zitter and British Army turncoat Harold Cole. De Zitter seems to have worked mostly against the Comete Line, while Cole betrayed the Pat O'Leary Line from the inside.

George, a retired U.S. Army lieutenant colonel, would like to hear from anyone who can shed light on either the traitors or the lines. Anyone who staged through Mons-en-Pevele could have excellent information.

Contact him at: 4223 Dauphine Drive, San Antonio TX 78218, phone 210-654-6085, <ikelling@sbcglobal.net>

## *'51 pilot made history*

SAN ANTONIO, Tex. (AFPN)-- Retired Maj. John Yingling knows his stuff. A veteran of both World War II and the Korean Conflict, he has been a part of many historical military events. In fact, during his tour in Korea, he made fighter pilot history.

The major is the only P-51 fighter pilot to ever shoot down a MiG-15. But his story doesn't appear in many books. The only testament to his mark on history is a slightly faded DFC in his home.

But that is OK with him.

His training began in 1941 when he joined the Navy and served as a naval aerial gunner in the Pacific. After the war, he enrolled at the University of Connecticut and as an Air Force ROTC cadet, he graduated on June 8, 1950, a few weeks before the Korean Conflict began.

One morning in late May of 1952, then-1st Lt. Yingling climbed into his P-51, "Miss Dee," -- named after his wife -- and prepared for take off. After two hours at 14,000 feet, the fighters reached the target,

rail lines below the Yalu River, which separates North Korea and China.

After dropping his payload over the target, the pilot noticed a "specter" in the sky ahead. A second later the specter materialized. It was a MiG and they were flying straight at each other -- head-on like two aerial gunslingers.

Major Yingling pulled his sights up onto the MiG and he squeezed the trigger, sending a burst of cannon fire toward the enemy fighter. Tracer rounds sliced through the MiG's airframe.

The major's wingman saw the MiG pilot bail out, confirming the aerial kill. It was over.

The whole dog fight lasted only a few seconds. Mustangs don't shoot down MiGs; he had done the impossible.

After his time in Korea, the major retired in 1967 and worked at Kennedy Space Center for several years. He now enjoys reflecting on his career in Air Force Village near Lackland AFB.



# Le bombardier sort de terre

## (The bomber comes out of the earth)

From French Newspaper  
SOMME

Monday, Oct. 30, 2006

On May 27, 1944, American planes bomb the Amiens North train station. Three of the bombers were hit by German anti-aircraft fire. One of them just reappeared from the earth in Picardie this weekend. It is the Boston 4A20 flown by Lt. Allent Wyand Guillon Jr., with two gunner crewmembers, Gerard Lemoyne Coffey and Grady Franklin Cope.

With the right engine on fire the plane veers north/northwest and with no hope of recovery, flies over the village of Bertangles.

A few minutes later the three crewmembers parachute from the aircraft while the plane crashes on the territory of the village of Vignacourt, near the site called "the woods of the Parisians" at the end of the road to the forest.

As the flyers are taken prisoner by the German Army, the wrecked plane stays where it fell. Along the years the dirt fills the crater dug by the crashed aircraft, a little at a time. More than 60 years later the event could have been forgotten completely if not for the *Association Somme Aviation 39-45* that records the planes shot down in the departement of Somme during World War II.

### The propellers and the blocks of the two motors are found

Saturday morning, Pierre Ben, the association president and about 15 volunteers and the historian Jean-Pierre Ducellier, who has written around 15 books on the air war over Northern France, were present on the 1944 crash site, giving it an unusual air of excitement. With a dragline they extracted the remains of the American bomber from the earth.



**VIGNACOURT** — Remains of an American Boston 4A20 bomber shot down in May 1944 were extracted from their envelope of dirt.

"The landlords of the field, Paul and Thierry Rouvillain, who had hit pieces of metal many times while plowing, let us know about the remains of the American plane," said Pierre Ben.

Starting at 9 o'clock the search had produced many pieces of the plane by noon. The most spectacular finds without a doubt were the propellers and the two engines, 14 cylinders and 600 horsepower, that were part of the airplane.

All that is left to do for the members of *Somme aviation 39-45* is to clean and restore the pieces they found before possibly putting them in an exhibit in order to become part of the local history.

**NOTE: If they are still alive, the historians would like to locate the three crewmembers and bring them back to the Somme Departement as part of the association's goals.**

### British flying school museum in East Texas

The No. 1 British Flying Training School Museum Inc., is in Terrell, Tex., about 60 miles east of Dallas. Its mission to celebrate the cooperation between the U.S. and Great Britain in training exercises during WWII. Expansion to a 15-acre site is planned, and USAAC numbered services will be included alongside the British Flying Training School story.

President is Henry Madgwick. Contact him at # 972-524-1714.



## REUNIONS

### 446th BG REUNION

April 25-29, 2007

Hilton Garden Inn Midtown  
Savannah, Ga.

Contact: Link Veasey  
770-972-5883  
<LINKVZ1@cs.com>

### AIR FORCES ESCAPE & EVASION SOCIETY

May 3-7, 2007

Sheraton Downtown  
St. Louis, Mo.

Contact: Yvonne Daley  
1962 Brae-Moor Drive  
Dunedin, Fla. 34698-3250  
<gadabout127@msn.com>

### 8th AIR FORCE HISTORICAL SOCIETY

33rd Annual Reunion

July 17-21, 2007

Radisson Hotel  
Kalamazoo Center  
Kalamazoo, Mich.

### 100th BOMB GRP. ASSOC.

Sept. 6-9, 2007

Nashville Marriott Hotel  
Nashville, Tenn.

### AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION

Oct. 4-7, 2007

Hyatt Regency Hotel  
Reston, Va.

<AFNOAPresident@CFL.RR.com>

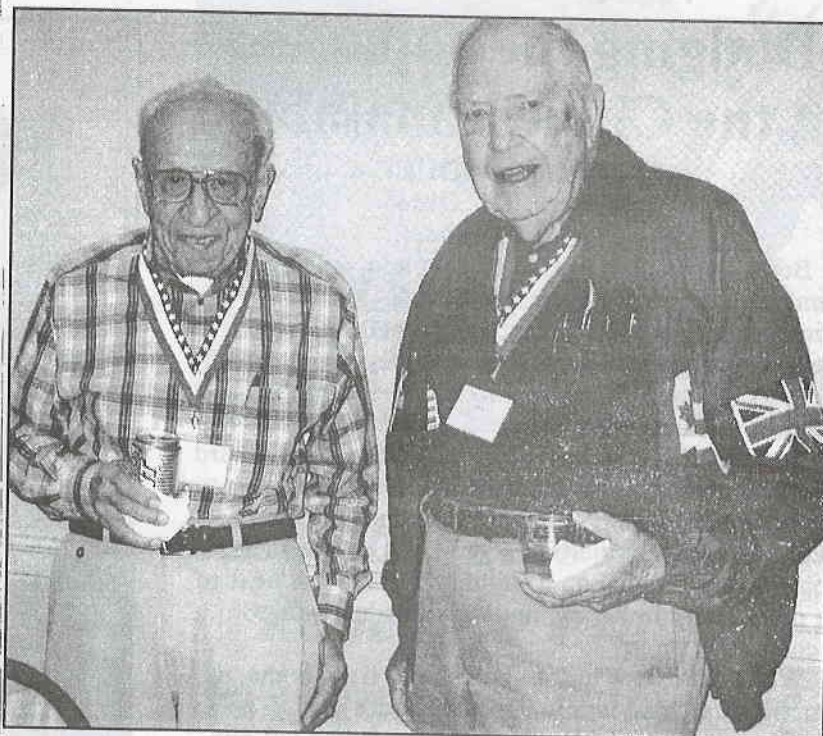
### WW II BOMBARDIERS REUNION

May 2-6, 2007

Academy Hotel

Colorado Springs, Colo.

Contact: Born Thompson  
280 Sharon Drive  
Pittsburgh, Pa. 15221  
412-351-0483



*Two AFEES members, Jack Terzian, 353rd FG (left) and Clayton David, 303rd BG, met at the 8th Air Force reunion in Bossier City last October. Another evader present was Vernon Roskey, 385th BG.*



*Scotty David, the AFEES archivist, was at the reunion with her husband Clayton. Here Scotty is flanked by Lt. Gen. Robert J. Elder Jr., commander of the 8th Air Force, and his wife.*



# Dodging the Japanese on the Chinese mainland

By JERRI DONOHUE  
Brecksville, Ohio  
(Friend Member)

Benjamin Minkin of Columbus, Ohio, a new member of AFEES, enlisted on Dec. 8, 1941 and trained as a B-24 pilot. Although he and his crew expected an assignment to Europe, they spent months on anti-sub patrol in South America before receiving orders for China.

As part of the 14th Air Force, 308th Group, 373rd Squadron, their missions included bombing targets, photographing Japanese naval docks in Indochina and mining Hong Kong harbor. On Oct. 4, 1944, they dropped their bombs on a military installation next to the oil refinery in Amoy, and then headed back for Luchow.

When they were just an hour away from home, all four engines failed within a minute and a half. To this day, Ben wonders if Japanese infiltrators had put dirt in the gas tank.

Ben had no choice but to order his crew to bail out over Japanese-held territory. He landed hard on the side of a mountain, cracking three ribs. It was 2 a.m., so the pilot wrapped himself in his parachute and slept.

At daybreak, Chinese civilians climbed the mountain to fetch him. They had found the remains of three gunners and were gathering survivors. Fastened inside each airman's flight jacket was an escape flag with a number to identify him. The Chinese radioed the American base, reporting the numbers and the location of the crew.

For eight days the guerrillas moved the American fliers from village to village during daylight hours, avoiding enemy patrols.

Ever evening a different warlord hosted them. The local people prepared a feast from whatever food and drink they had.

There was always someone who could speak a little English, Ben says. "One night we had 23 toasts. We started out toasting Chiang Kai-shek. Then we toasted Madame Chiang Kai-shek, Franklin D. Roosevelt and



NEW AFEES MEMBER BEN MINKIN

Eleanor Roosevelt and on down the line. And after the 23rd toasts, I said, 'Let's forget dinner.'"

When Lt. Minkin and his men reached Queilin, its residents were fleeing the city, which would fall to the Japanese three days later. "It was a heart-rending scene," the former pilot recalled.

A plane picked up the evaders and delivered them to their base. The crew promptly resumed flight duty.

After the war, Ben regularly attended annual meetings of the Flying Tigers. This spring he plans to travel from his home in Columbus to Washington, D.C., for the group's final reunion.

Today, Ben Minkin's flight jacket and escape flag are on display at Vandenberg AFB.

Hagar







*During the 8th Air Force reunion in Bossier City, La., last October, one of the highlights was the dedication of a monument at Barksdale AFB honoring a long-time friend of AFEES, Maj. Gen. Lewis E. Lyle, who now lives in Hot Springs, Ark.*

## **General Lyle honored**

Maj. Gen. Lewis E. Lyle is considered to be the founder of the Eighth Air Force Museum at Savannah, Ga., where the Mighty Eighth was born 65 years ago last month.

General Lyle flew 76 combat missions with the 8th in World War II, many more than the normal quota of 25 before rotation.

The Mighty Eighth museum's collection of 22,000 photographs, many WWII aircraft, personal manuscripts of members and more than 8,000 books is one of the most extensive in the military. Dr. Walt Brown, Friend member of AFEES, is CEO of the museum.

The museum is open every day and more than 15,000 students have visited it and received a better understanding of sacrifices made during the war.



*Rene Defourneaux speaking at OSS Society reunion*

## **Carpentbaggers dropped Rene into France to support Resistance**

Major Rene Defourneaux, Friend member of AFEES who served with the OSS Jedburghs, was a guest speaker at the OSS Society reunion in Arlington, Va., last September.

He was introduced by OSS President Charles Pinck, who said:

"Major Defourneaux parachuted behind enemy lines in Europe to train and support the French resistance. He later was part of the OSS team that worked with Ho Chi Minh in Vietnam.

"Since we are sharing our reunion with the Carpentbaggers who dropped Major Defourneaux into France, this event might give him an opportunity to thank them after all these years."

The major gave an amusing account of his exploits, including the night when he took off for his destination in France, and was escorted to the B-24 by an American major who gave him a flask of Scotch "to cheer me up and give me courage before jumping.

"We stopped underneath the twin vertical tails of the aircraft and faced each other, and the major said goodbye. 'It was nice to have known you. I hope you make it. I've escorted many agents to this base but never have seen one return; I probably won't see you again, either.'

"It was even worse when I jumped and landed miles away from our destination. And I was picked up by two individuals who were definitely Oriental. My first thought was: My god, did they drop me in China?"

Rene was recalled to active duty at war's end and served 20 years as an intelligence officer assigned to Europe, Asia and the United States.

He is now retired in Indianapolis, Ind., with his wife Virginia, a former army nurse.



# Back to Belgium to retrace steps

By CANDICE BROWN

Kill Buck, N.Y.

(Friend Member)

My father, John R. Kyler, was a B-17 ball turret gunner flying out of Podington, England for the 92nd Bomb Group when he was shot down on a mission to Frankfurt.

Their No. 2 engine was hit by flak and the plane was forced to leave the formation. The pilot, Lawrence Cook, dropped to cloud cover in an attempt to avoid what appeared to be the inevitable. According to the Missing Air Crew Report, flak batteries were credited for downing the aircraft. The entire crew bailed out over Belgium where the plane crashed.

My father passed away two years ago without talking about this time in his life that he had put away and my interest was not incited until after his death in going through his notebooks and other memorabilia. It took my father's death to realize the importance of asking questions before it is too late.

What surely was the most defining moment in my father's life took place on Feb. 4, 1944, when he donned his parachute to jump for his life. This young lad was now facing the unknown.

In the search for my father's past, it seemed impossible to find anyone who could remember anything about him for the brief time he was in Belgium. I wanted to visit Belgium since the moment that I realized that it was there that the plane crashed as well as the areas in which all the crew members had landed.

How fortunate that I had a Danish friend like Ejvind Jensen who did everything he could to locate a contact person for me and it paid off.

One evening I turned on my computer and received an e-mail beginning with the words, "Don't be surprised. We are a group of amateur researchers from Belgium and your request has been forwarded to us."

Ejvind's letter to the librarian in Houthaslen was the link to the Wendelen brothers, Raimond, Guy and Willy. Raimond had studied my father's plane and crew years ago. I was a major breakthrough for me.

These kind Belgians sent me pictures of the crash area, photos of articles found in the area, and copies of newspaper articles seeking for information from anyone who remembered the B-17 that crashed in Koersel on Feb. 4, 1944. As time went on, I would receive witness interviews about my father's crew.

## A VISIT IS PLANNED

In efforts to retrace my father's journey, my mother and I planned to join a small group that was returning to former POW camps that my father was interned in Germany and Poland.

Early last September, I received notice that Raimond Wendelen had passed away. I had lost a friend that I would never meet.

Mother and I flew from London to Brussels and then went by taxi to Hasslet where we would spend the next five days. We were greeted shortly after we arrived at our hotel by Guy and Willy Wendelen with their arms full of bouquets of flowers and Belgian chocolates.

My friends, Ejvind and Bjoerg Jensen, would soon arrive from Denmark to join us. Their friends from Mons were also expected.

Ejvind himself helped three American airmen in Denmark, including Thomas R. Murphy of New York, a radio operator, and George D. Reed from Idaho, a co-pilot. I became acquainted with Ejvind when I joined a group returning to Barth, Germany, for the 60th anniversary of the liberation of Stalag Luft 1.

Saturday morning we arrived at the Beringen Town Hall. The mayor, the townspeople, Raimond's daughters and others who I had looked forward to meeting filled the

Ejvind Jensen passed away at Sandved, Denmark, on Nov. 30, 2006, after a brief illness. Funeral services were held on Dec. 8.

hall. The American and Belgian flags were flying.

The mayor spoke and the recollections of Richard Heyligen regarding the day the bomber landed in his village were read by his daughter.

Guy Wendelen explained how he and his brothers became involved in my mission to retrace my father's past.

I read a statement written by my friend Jetty Cook (E&E 2145), which expressed his sentiments concerning the Belgian people. It read: "I want to express my deep and everlasting appreciation to the many very brave Belgian patriots who risked so much to assist me and other airmen to evade capture and to safely return to our families. I and thousands of other Allied airmen owe the Belgian people a great debt of gratitude for their bravery and kindness. But they shall always remain very dear in our hearts."

Raimond's daughters Olga and Vera presented a plaque that their father had made for us. It had my father's picture in the middle of a circular piece found at the crash site and he had written names of the crew members and place and date of the crash. We shall cherish this plaque and this memorable day.

After the event at Town Hall we were transported to the crash site. Guy explained the direction that the plane came from with landing gear lowered. We saw the final resting place of the broken ship. I could tell my father's pilot, Lawrence Cook, who I believe is the sole



survivor of the crew, that I walked where his B-17 had come to a resting place 62 years ago before being dismantled by the Germans.

Next stop was the route of the tail gunner on my father's crew,

Thomas Mikulka (E&E 1290). Richard Heyligen explained that his brother, Jules, played a part in Mikulka's path to freedom. He showed us the meadow where Thomas landed, where he was hidden



*Stanley Canner, who was rescued by the French underground, greets Mme. Leonard Gille. At right, French Consul General Jean Saville.*

*—Boston Globe Photo*

## Boston hosted heroine of French Resistance

*From the Boston Globe,  
Friday, Sept. 7, 1962*

Boston, through an admiring Mayor Collins, presented a new award to French Resistance heroine, Mme. Leonard Gille yesterday (Sept. 6, 1962) at the Statler Hilton.

It was a handsome plaque "in tribute to a heroine citizen of France . . . whose courageous efforts on half of American servicemen have endeared her to the American public."

She was introduced by Consul General Jean Saville, and the room burst into applause.

But her real thrill came earlier when she was met and embraced at Logan Airport by Stanley L. Canner of Hyde Park, who is one of the 68

men saved right under the noses of the Germans by Mme. Gille, her husband (who came along with the pretty 55-year-old French woman) and their particular Resistance group which was one of the most successful in France.

Canner now is married and has four children. Mme. Gille giggled in true French style, and said in French (even now she can't talk English) that Canner was a lot more timid than another American, Hubert Trent (E&E # 2218, now living in Elliotville, Ky.), who met her in New York a few days ago.

He's the attractive flyer who pretended to be her sweetheart on the train to Paris. That was when Mme. Gille was still Mlle. Janine Boitart of Caen, Normandy

in the woods until dark and the Heyligen house where he stayed that night.

Our next stop would be the area where the radio operator, Jay Joyce, landed in a garden. I had been in touch with Jay's wife, Bea. She had been told by her husband that his parachute landed in a tree. The Germans saw him descending and were waiting for him.

We moved on to the region where my father would have landed. I listened as the events of that day were explained by two different witnesses. The first expressed his memory of my father landing in a garden. He was a teenager and the ladies who lived in the house went in to get my father civilian clothes. It upset them when they returned to see the Germans arriving to claim him. They screamed and cried.

This account matches the story my father told his sister, Helen, the day he returned from the war. He had mentioned the ladies extremely upset when the Germans arrived on the scene.

Again, I was walking the route of my father and feeling his presence every step of the way.

Our final stop was the museum at Leopoldsborg. The building was a German hospital during the war and probably was the hospital that my father's navigator, Donald Caylor, would have died in, after being wounded. I understand his body was eventually repatriated to his hometown of Horton, Kans.

The Leopoldsborg area would have been where my father spent two days after being captured. It was the beginning of his time as a prisoner of war.

We ended the day at Raimond's house, meeting his wife, Louisa, and talking about events of the day.

Although it was over 60 years later, the tradition of the kind Belgians assisting complete strangers from a foreign country is carried on today. Our encounter with the many people convening in Beringen to afford my mother and me such a warm reception was indeed shades of the past.



# Helpers, friends reply to our cards

The traditional AFEES greeting cards that went into the mail last November have prompted responses from many of our friends and helpers scattered around the world.

Membership Chair Clayton David and wife Scotty maintain the mailing list, so their postal address in Hannibal, Mo., is displayed on the envelopes bearing the cards. Scotty tabulates the replies and prepares the list for publication in this issue of the newsletter.

As of presstime for this issue, those who had responded to the 2006 mailing include:

**BELGIUM:** Lilia Anne De Bont, Camille Bernier-Brasseur, M. et Mme. Raoul Stevaert-Broekaert, M. Rik Craeghs, Family of Charles Busselen, Mme. Andre Degive, Mme. Janine DeGreef, Contesse Andree DeJongh, Mme. Andree Antoine Dumont, M. Jacques P. Grandjean, Mme. Jean Lamand Guillaume, Mme. Monique Thome Hanotte, Mme. Simmonne Decort-Hellbois, M. Raymond Itterbeek, M. Roger A. Jamblin, M. et Mme. Edgar Keesemaeker, Simonne Kieckens, Robert Lintermans, M. et Mme. L. Vienne-Roiseux, Mme. Germaine Sainvitu, M. Victor Schutters, Mme. Amanda Stassard, M. Jacques De Vos, M. Andre Yernaut

**FRANCE:** Mr. Emile Adam, M. Francis Andre, M. Roger Anthoine, M. & Mme. Jean Arhex, Mme. Leslie A. B. Atkinson, Mr. Andre Aubon, M. Serge Avons, M. Christian Babled, M. Claude Bacchi, Mme. Loulon Balfet, M. & Mme. Serge Baudinot, M. Jean Pierre Benieer, M. Pierre Berty, Mme. Andree Besse, M. Louis Blanchard, M. Robert Boher, Mme. Max DeBroissia, Mme. Genevieve Rozie LeBourhis, Mme. Georges Brest, Jacqueline T. Briand,

ALSO, M. Pierre Caille, M. Alain Camard, M. Gordon Carter, Mme. Odette Chaput, M. Rene Charpentier, M. Marcel Closset, Gilbert & Huguette Combrez, M. Lois Coum, M. Andre Couture, Mme. Paulette Declerco, M. Jean Deduit, Mme. Anna Diez, M. and Mme. Michael Diot, M.

& Mme. Raymond Durvin, M. Jacques Flahou, M. Claude Fontaine, M. Andre Formici, Mme. Marie Gicquel, M. Albert Gloaguen, M. Scott Goodall, M. Jean Louis Goureuff, Mme. Rosemary Grady, Mme. Pierre Guillermin, M. George Guillon, ALSO, M. Jean Hallade, Mme. D. Heches, M. Geongrs Jacob, Mme. Paulette Jauneau, M. & Mme. Robert Lapeyre, M. Paul LeBot, M. Louis Ledanois, Mme. Helene Lefevre, Mlle. Danise Lenain, M. Ernet LeRoy, Mme. Jacqueline LeRoy, Mme. Odile LeRoy, M. Rene Loiseau, Mme. Jeanne Mansion, M. Jean Marie Moet, Mme.

+++++

## Some typical responses

*From Andree Dumont (Nadine), Belgium:*

*"Dear Friends, have a good health and a good time all through the year. Hope to see you in May and remember with you all the memories."*

*From Robert Lintermans, Belgium:*

*"I suppose that there are few remaining airmen who came 'touring' in Europe. Here we still hold the fort, and the feeling has not changed."*

*"When I see on the Tv soldiers in Iraq, I think of their grandfathers and I pray that they come back safe after this other war far from home."*

*From Mia Lelivelt, Holland:*

*"My mind is still with you and all the friends from AFEES. We had many wonderful reunions and I am glad that I could come so often, and saw so much of the different parts of the States."*

*"Say 'Hello' to all. Enjoy life and make the best of it."*

*From Grace Mulrooney, England:*

*"Sincere best wishes and good health to AFEES members and friends!"*

*From Jean and Claire Arhex, France:*

*"To members of the Air Forces Escape and Evasion Society, our best wishes for joy and health in the new year."*

Michele Agniel-Moet, M. Pierre Montaz, M. Pierre Moreau, Mlle. Genevieve Noufflard, Mme. Paulette Le Fevre Pavan, Mme. Janette Pennes,

AND, The Van-Laere-Pena Families, Mme. Bertrand Petit, Mme. Florimond Petit, Les Drs. Prochiantz, Christian Richard, Mlle. Anne Ropers, M. Guy deRouville, Mme. Lucienne Saboulard, Mme. Artlette Salingue-Deslee, Mme. Liliane Brochet Segond, Mme. Adrienne Selas, M. Raymond Servoz, Mme. Anne-Marie Soudet, M. Michel Tabarant, M. Andre Turon, Mme. Pierre Ugeux, Mme. Alice Paquetot-Villard, M. Jean Voileau

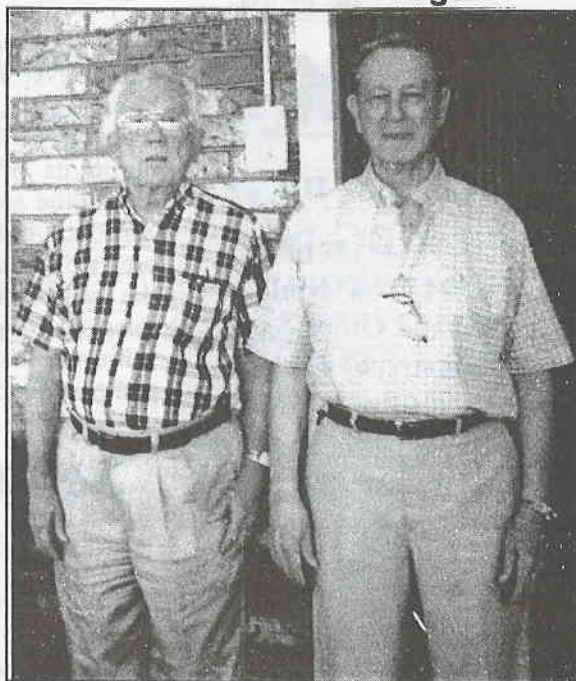
**HOLLAND:** Mrs. Margaret Albers, Til Kenkhuis-VD Boogaard, Mr. Fred Boogaart, Dr. Elsa Caspers, Mr. Klaas Van Dorsten, Mrs. Joke Folmer, Mr. Fredrik Gransberg, Mr. Han Hollander, Mr. Peter Van Den Hurk, Mr. Adrian de Keizer, Mr. James Klooster, Mia J. Lelivelt, Mr. Nico Leons, Mr. B. J. Monster, Mr. & Mrs. Jan Nauta, Mr. Richard van Nunen, Mr. Albert J. Postma, Marinus Van Rysbergen, Mrs. Yel Van Der Sande, Mr. Henk Sietsma, Mr. Gerrit C. Slotbloom, Mrs. Theo. G. J. Teuwen, Anne Uilenberg, Mrs. Jan Anneke Voges, Mr. Jacques Vrij

**U.S.A.:** Mrs. Tinca Bodson, Marguerite Brouard-Miller, Mrs. Yvonne Daley, Mr. Peter Hakim, Ms. Case Hanou, Mr. Glenn L. Hovenkamp, Mr. and Mrs. John Kapteyn, Mr. and Mrs. Rene LeCren, Mrs. Maria G. Liu, Dr. Igor V. Nabelek, Mr. Gabriel Sauer, Mrs. Rosalie R. Schantz, Mr. Henry Verlinden, Mrs. Zvonko Vuchovic, Mrs. John H. Weidner

**AUSTRALIA:** Ivanka Benko and Capt. Frank H. Dell

**CANADA:** Mrs. Agnes N. Frisque

**ENGLAND:** Mrs. Grace Mulrooney, Mrs. Andrew Smith



*These two P-51 pilots met again last summer in Tulsa, 62 years after they trained together in Florida. Bill Drisko of Oklahoma City is on the left; Jimmy Ayers of Tulsa is shown on the right.*

## ***P-51 pilots get together for reunion in Tulsa***

By RICK DISKO "F"  
Tulsa, Okla.

My father, AFEES member Bill Drisko, (E&E # 1273) trained with fellow replacement pilot Jimmy Ayers in the spring of 1944 at Barow Field in Florida, flying P-51B Mustangs.

Bill and Jimmy eventually were assigned to different fighter groups, Drisko to the 352nd, the *Bluenosed Bastards of Bodney*; Ayers was assigned to the 4th Fighter Group.

The two fighter groups took the pair on different paths during WWII.

While I was attending a weekly meeting of the World War II Veterans of Tulsa in 2006, I showed my scrapbook of wartime photos, letters and telegrams the family and I had saved over the years.

A 2nd Infantry Division veteran, Al Price, recognized Jimmy Ayers in one of the photos and said that Jimmy was a 1942 graduate classmate of his at Tulsa Central High School and that Jimmy often attended the Class of '42 monthly meeting here in Tulsa.

I telephoned Jimmy and confirmed he would be at the next Class of '42 meeting and I arranged for Dad to attend the meeting, so the two Mustang pilots were able to meet in the summer of 2006, 62 years later, and share their experiences and memories.



# BOOKS

## A real-life story of a 91st BG pilot

**ONE PILOT'S STORY, the Fabled 91st and Other 8th Air Force Memoirs, by Andy W. Anderson, published by Author-House in June 2006. Foreword by Senator John McCain, available at Amazon.com or all leading bookstores.**

This is the real-life story of a pilot of the 91st Bomb Group, the Memphis Belle Group, and the missions flown by Andy Anderson (E&E 2076) and his comrades. It follows him from the time his B-17 was shot down Sept. 5, 1944, over the German-French border. He was rescued and hidden by villagers in the tiny village of Baslieuse, then escaped through a Europe occupied by Nazi forces.

The book chronicles the life and training of those young men who made up the 8th Air Force, and describes the affectionate relationship often maintained by their crews with the most famous heavy bomber of all time. It includes some of the most tragic stories as well as some of the wryest



humor ever written about combat groups.

The 91st lost 207 planes during its WWII combat time -- 32 during the author's flight time. Dr. Anderson used the words of the crews of those planes to describe the training they absorbed, the missions they flew, the results they achieved, the tragedy of watching planes explode and their friends die,

and the heroism that brought so many near fatally damaged planes home with their dead and wounded crews.

This is also a story of growing up in pre-war America, and of the growth and development of the character which enabled these young men and their children and grandchildren to help create today's world.

## Senator McCain liked this book!



JOHN MCCAIN  
UNITED STATES SENATOR  
WASHINGTON, DC 20510

*One Pilot's Story: The Fabled 91st and Other 8th Air Force Memoirs*  
Dr. Andy Anderson  
Foreword by Senator John McCain

As our greatest generation slowly recedes, and their tales of heroism are relegated to the pages of history, learning their stories takes on greater significance. I thank Dr. Andrew Anderson for taking the time to put his story on paper, so that it might be shared with future generations who will not have the privilege of knowing him.

The greatest generation was united not only by a common purpose, but also by common values-- honor, courage, service, and, above all, responsibility. Their lives, and ours, were forever changed by their struggles.

Millions of Americans left everything they knew to fight against a cruel and formidable enemy bent on world domination. They fought not just for themselves and their families, but for love of an idea -- that America stood for something greater than the sum of our individual interests.

Deep-seeded courage marched with the sons of a nation that believed profoundly in itself, in the justice of its cause, and in its magnificent destiny. Americans went into battle armed against despair with the common conviction that their country believed it was worth their sacrifice.

As the members of the 91st know all too well, many paid the ultimate sacrifice. But an America worth dying for is worth living for, and those who returned home brought back an even deeper love of country, evidenced by the author's reflections.

Dr. Anderson's informal tone denotes the honesty and reality of his story. He gifts his readers a familiarity they might expect from a parent or grandparent, recalling their days off the coast of Japan, or in the fields of Germany. History buffs will delight in the detail, and future generations will be grateful for another precious account from our greatest generation. To Dr. Anderson, who reminds us freedom is a blessing that must be defended, thank you.

*John McCain*

John McCain



# Corrections and changes reported from 2006 Membership Directory

(Changes are in **BOLDFACE** type.)

1. JENNINGS B. BECK, 9 Birchwood Trail, Ormond Beach, FL 32174-4303
2. MABEL L. CRAMER 'W', 343 Purdy Road, Selmer, TN 38375
3. **BETTY JANE DULBERG 'W', 700 Starkey Rd., Apt. 1144, Largo, FL 33771-2336; Ph. 727-518-6674**
4. RICHARD J. FAULKNER, Apt. 408, Blue Field Manor, Auburn, NY 13021
5. COL. VICTOR J. FERRARI, 115 Calais Way, San Antonio, TX; 78249-2071; Ph. 210-492-5475
6. CLIFFORD DON FISHER 'L', 1375 Olive St., Apt. 409, Eugene, OR 97401-7939; Ph. 541-345-6008
7. MRS. J. C. HART 'W', 72750 Country Club Dr., Apt. 252, Rancho Mirage, CA 92270-4097
8. JAMES H. HIX Jr., "L", 5887 First Hammacks Rd., Pensacola, FL 32526; Ph. 850-941-0319
9. CHARLES V. HOLT "L", 607 Virginia Ave., Apt. 132, Madison, IN 47250-3844; Ph. 812-273-1137
10. ASHLEY IVEY, Ackworth, GA <ashleyruthivey@comcast.net>
11. MRS. William Kosseff "W", 1003 Easton Rd., Apt. 418C, Willow Grove, PA 19090-2019
12. FRED KREISBURG, 2495 N. Park Rd., Apt. 309, Hollywood, FL 33021-3774
13. CLARENCE L. LARREW, 2680 B 1/2 Rd., Apt. 26D, Grand Junction, CO 81503-4915; Ph. 970-24-2713
14. MELANIE LIMERICK 'F', 61 Hidden Valley Dr., Finleyville, PA 15332
15. GLENN LOVELAND "L", 510 Augusta Rd., Goudreaus, ME 04901; Ph. 207-872-6543
16. WALTER J. MAYER "L", 520 East Holland Ave., Apt. E-156, Spokane, WA 99218-1238; Ph. 509-456-0209
17. Maj. CHARLES LEE MOORE "L", 812 Avondale Ave., Rocky Mount, NC 27804; Ph. 252-451-1056
18. WILLIAM E. FOUNTAIN "L", PO Box 169, Hollidaysburg, PA, 16648-0169 (Notice from Post Office.)
19. CLAUDE MURRAY "L", 1933 E. Marshall, Phoenix, AZ 85016
20. MRS. SHIRLEY RICHARD "W", 82 Garland Pond Rd., Dover Foxcroft, ME 04426-3401
21. RICHARD RICKEY, 430 E. Ruth St., Sidney, OH 43565-1623
22. WOODIE M. ROSE "L", 10060 CR 214, Tyler, TX 75707; Ph. 903-566-1257
23. JOHN I. SNEDE "L", 3701 Chandler Dr., #527, St. Anthony, MN 55421; Ph. 612-782-9608
24. MRS. PHILIP SOLOMON "W", Las Vegas, NV 89134-7455
25. L/C STANLEY STEPNTZ "L", 46747 Elizabeth Lane, Decatur, MI 49045



Roger Arnould, chaplain for the Comete escape line, passed away on Jan. 19, 2007. He was a guide and liaison between several Maquis camps in the Ardennes. His code name was l'Abbe Jerome.

## Sir Lewis Hodges RAFES President

Air Chief Marshal Sir Lewis Hodges, one of the RAF's most decorated pilots, has died.

After an audacious escape from Occupied France and an outstanding record flying clandestine operations in Europe and the Far East, he went on to have a distinguished peacetime career.

Flying moonlit operations for the SOE, Hodges landed his single-engine Lysander or the larger Hudson aircraft in remote French fields to deliver and pick up agents.

His experiences as an evader, and his contacts with the SOE and the French Resistance left Hodges with a deep respect for those who risked so much and for the many who gave their lives.

He was president of the RAF Escaping Society. Until the end of his life he maintained close links with his wartime friends in France, Belgium and Holland.



# **-FOLDED WINGS-**

## MEMBERS

#324 Thomas B. Applewhite, St. Louis, MO, 385th BG,  
Jan. 17, 2007

#390 Herbert Dulberg, Ft. Meyers, FL, 379th BG, Aug. 19, 2006

#1750 Richard T. Ennis, Miamisburg, OH, 95th BG, Jan. 26, 2007

Lib. Keith R. Haight, Winfield, IA, 384th BG, Aug. 18, 2006

#493 Glenn B. Johnson, Oceanside, CA, 94th BG, Oct. 6, 2006

POW Robert A. Vandegriff, Cincinnati, OH, 379th BG, Jan. 2007

## HELPERS

l'Abbe' Roger ARNOULD, Brussels, Belgium, Jan. 19, 2007

Mme. Louis BLANCHARD, Plourin Les Marlai, France,  
April 3, 2006

Mr. Bernard NEUVILLE, Orbec, France, Aug. 11, 2005

Mr. Cornelius LOF, Ede, Holland, Jan. 19, 2006  
(Mrs., June 1995)

### **Helen Worsham Brown**

*Wife of Thomas H. Brown,  
AFEES PX Manager*

Helen Ann "Toni" Worsham Brown, 82, of Greenville, S.C., died Sunday, Jan. 28, 2007. Her husband Tom was manager of the AFEES Post Exchange until it was closed out last year.

Mrs. Brown was a retired registered nurse. She was born Dec. 24, 1924, in Russell County, Va.

A sister, Mary Elizabeth Worsham of Covington, Va., also survives.

A memorial service was conducted Wednesday afternoon, Jan. 31 at the Christ Church Episcopal in Greenville.

### **The Museum of Aviation breaks ground for hangar**

WARNER ROBINS, Ga. -- Members of the Museum of Aviation Foundation put shovels in the ground last fall to begin construction of a new hangar filled with exhibits on World War II.

The museum is the second largest aviation museum in the U.S. Air Force with more than 100 aircraft and missiles, dating from an 1896 glider replica to a B-1 Lancer.

The new 60,000 square-foot hangar will honor the contributions of World War II veterans and convey their stories in a way that appeals to diverse 21st century audiences.



### **Thomas B. Applewhite**

Thomas B. Applewhite, E&E # 324, passed away Wednesday, Jan. 17, 2007, in St. Louis, Mo., where he had lived for several years. He was a bombardier with the 385th BG, 548th Sqd. in World War II.

He went down Nov. 11, 1943, near Heusden, Holland.

After the war, he wrote an account of his evasion:

"Our B-17 was the only bomber lost on Armistice Day, 1943. We achieved complete surprise; our previous trip to Munster had been a rough one with the Luftwaffe making head-on attacks through their own flak.

"One engine was shot out and we had a running battle until shot down 12 miles inside Holland on the bank of the Maas River and east of Hertogenbosch. We shot down two of the Me-109s.

"When we leveled off at 18,000 feet, the pilot rang the bailout bell.

"I was the only one of the crew who evaded. I was slightly wounded and had a broken bone in my hand.

"I stayed five days with Peter de Noo, a farmer. Then I went into the woods and stayed with young Hollanders evading labor camp. I was then escorted to Antwerp where I stayed at the American Soda Fountain Co.

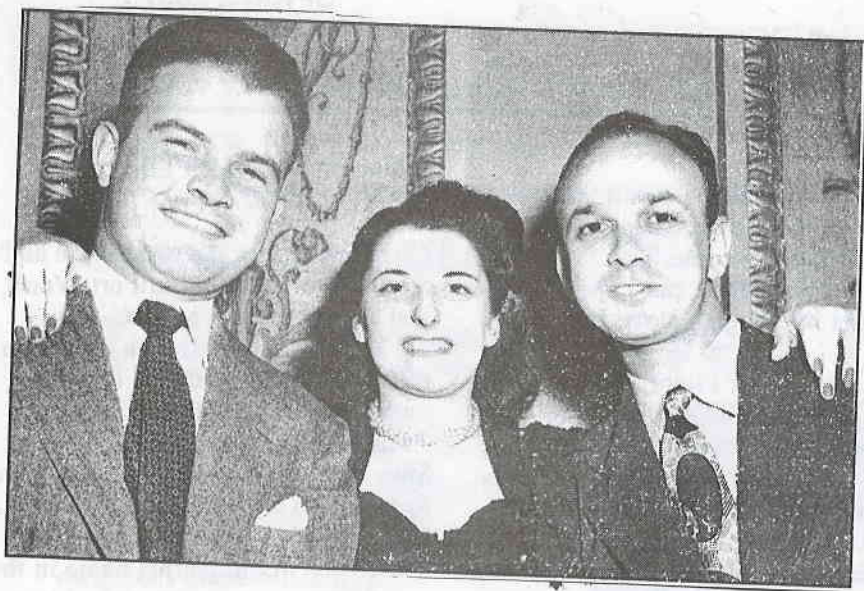
"I went to the home of a nurse at Brussels hospital where I joined a airman shot down on the Schweinfurt raid with his heel shot up. We were both escorted by "Diane" of the Comet line to her mother's home in Paris.

"Later we went to within 60 miles of the Spanish border and 'Franco' escorted us over the Pyrenees Mountains; then from Gibraltar back to England."

Survivors include one son and two daughters.

Funeral services were held Monday, Jan. 22, with burial in Jefferson Barracks National Cemetery.





*Mlle. Amanda Stassart, operative in the Belgian underground during the war, in 1948 gleefully hugged two airmen whom she rescued in World War II. They are Thomas B. Applewhite (E&E # 324) of Memphis, left, and T. B. Wiggins (E&E # 327) of Lithonia, Ga. They dined at the Peabody on Nov. 27, 1948.*

## *Heroine dined in Memphis with two airmen she saved in Belgium*

**From the Commercial Appeal  
Memphis, Tenn.  
Sunday, Nov. 28, 1948**

Petite, blue-eyed Mlle. Amanda Stassart, who has been decorated nine times by four governments for her work in the Belgian resistance

forces during the war, dined last night seated between two young Mid-Southerners whom she rescued from capture by the Nazis.

The 25-year-old, jet-haired heroine was squired by Thomas B. Applewhite of Memphis, whom she is visiting and T. B. Wiggins of

Lithonia, Ga., also a visitor at Mr. Applewhite's home.

Each of the former airmen was forced to bail out on missions over Germany and both were smuggled out of occupied Belgium by Miss Stassart on Christmas Day, 1943. They knew her only as "Diane," her code name in the underground.

A law student in Paris when the war broke out, she returned to her country and chose the line of "greatest resistance." Miss Stassart was captured by the Nazis a number of times and once escaped death in a gas chamber. She and two other women twisted a pipe, cutting off the gas flow.

They were returned to their barracks until the damage could be repaired. That night Allied bombers struck, blasting away the entire gas supply. Liberation followed.

Now a stewardess with Sabena Belgian Airlines, Mademiselle Stassart was brought to New York by the American Heritage Foundation Train to take part in ceremonies with the two fliers.

She was flown to Memphis by an Air Force C-47 and will return to New York Tuesday in an Air Force plane.

All three are single but each denied any romantic intent in the trip. "Just good friends who hope to meet again under the same happy circumstances," they reported.

## *Just a reminder: dues caught up?*

***Dues are \$20 per year. Life Membership is \$100. Make checks payable to AFEES.  
Send payments and changes to Clayton C. David, AFEES Membership Chair,  
19 Oak Ridge Pond, Hannibal, MO 63401-6539, U.S.A. <davidafe@adams.net>***

NAME \_\_\_\_\_ Amount Enclosed \_\_\_\_\_

Mailing Address \_\_\_\_\_ CITY & STATE \_\_\_\_\_

ZIP Code \_\_\_\_\_ - \_\_\_\_\_ PHONE \_\_\_\_\_ E-MAIL (Optional) \_\_\_\_\_

COMMENTS \_\_\_\_\_  
\_\_\_\_\_



# The editor has the last word

By LARRY GRAUERHOLZ  
<afees44@hotmail.com>

OR

<archerco@wf.quik.com>

WICHITA FALLS, Tex. -- All signs point to a great 2007 reunion in St. Louis the first weekend of May.

Reunion Coordinator Yvonne Daley and her crew have put together a package that is sure to please. No long bus rides, no long lines, and plenty of leisure time for swapping yarns and memories.

Of course, Father Time is catching up with our European helpers, just as with our members. We still are expecting a good representation from overseas.

All you need to know about signing up for the reunion is included in this issue. Since this is the last issue of *Communications* before the reunion, why not do the paperwork now?

A note for those planning to drive to St. Louis. Parking is \$10 a day for self-parking, discounted from \$15 per diem.. We are in the center of town!

We're expecting about 50 active duty airmen from Scott AFB to join us for the Saturday night banquet at the base. A good chance to impress them with your tale of how tough it was back yonder!

Pat Higdon, president of the Dyersburg AAB Museum at Halls, Tenn., suggests that perhaps AFEES members driving to the reunion via I-55 would like to take a break and pay a visit.

A Christmas card from Frank and Isabel Dell, who divide their time between the U.K. and Australia, mentions that they plan to be with us in St. Louis for the reunion. And the rumor is that Scott and Judy Goodall, our special friends in southern Fance, will be

present.

I promise that we will take good care of these overseas guests; we want them to come back! We love 'em, even if they can't spell simple words like honor, plow, tire etc.

The Honor Flight, founded by pilot Earl Morse of Springfield, Ohio, flies veterans of all services to visit the World War II memorial in Washington. The first flight, consisting of six planes, flew 11 veterans, servicemen who otherwise would not be able to make the trip.

More flights are planned. Info at: <[www.HonorFlights.org](http://www.HonorFlights.org)>

Ellen van Gilst, a friend who works at an Amsterdam newspaper, is seeking an airman who escaped from Holland and used Landgoed Olmenhorst in Lissersbroek as a

hiding place. Reach Ellen at: <[lucyvgilst@hetnet.nl](mailto:lucyvgilst@hetnet.nl)>

A few weeks ago, the Scribe and Spouse were visiting in Fort Worth, just down the road a piece.

While there, we had a chance to make a weekly luncheon meeting with some AFEES types, including Al and Nancy Roberts, Charles and Suzy Wells and Ken Brower, who we managed to stick with the bill at Stake and Ale. I told Ken that his generosity would get his name in the newsletter.

AND A THANK YOU to those who responded to my appeal in the last issue for more copy for the newsletter! To fill 128 pages a year requires contributions. Keep 'em coming!

## This from "A Letter to Pets:"

Dogs and cats are better than kids because:

- 1) They don't ask for money all the time.
- 2) They are easier to train.
- 3) They come when called.
- 4) They don't hang out with drug-using friends.
- 5) They don't need a gazillion dollars for a college education and -- if they get pregnant, you can sell the children.

Do you have a DFC?

## The Distinguished Flying Cross Society



Call or write us for information  
P.O. Box 530250  
San Diego, CA 92153  
Tel. (666) 332-6332  
Visit our Website:  
[www.dfcsociety.org](http://www.dfcsociety.org)

From  
AFEES Publications  
19 Oak Ridge Pond  
HANNIBAL MO 63401-6539  
U.S.A.

NONPROFIT ORG.  
U.S. Postage Paid  
WICHITA FALLS TX  
Permit No. 16

## Change Service Requested

Mr Bruce C Bollinger "F"  
12704 Butterfly DR  
Nevada City, CA 95959